

In addition, independent Quality Audit agencies like Engineers India Ltd. and Central Road Research Institute (CRRI) are also engaged to check adherence to quality control processing.

(b) A defect liability period of one year after completion of contract is usually specified in all contracts. In case of Build, Operate and Transfer (BOT), BOT (Annuity) projects, the concessionaire has to maintain the road stretch for the given concession period.

### **NHs in Jharkhand**

1747. MS. MABEL REBELLO: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the amount allocated, released and spent on the National Highways in Jharkhand during the last two financial years;

(b) whether Government would realize that Jharkhand is naxal affected State and hence infrastructure development should be given highest priority;

(c) if so, the reasons for Government not making higher allocation and improving National Highways to four-lane and at least to two-lane; and

(d) by when all National Highways of Jharkhand would be converted to at least two-lane?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIYAPPA): (a) The amount allocated to State Government for development and maintenance of National Highways (NHs) in Jharkhand and expenditure thereon during last two years are as under:

(Amount in Rs. Crore).

Year	Allocation/ Release	Expenditure
2004-2005	58.78	26.46
2005-2006	61.37	61.35

In addition, National Highway Authority of India has incurred an expenditure of Rs. 169.68 crore in 2004-05 and Rs. 210.13 crore in 2005-06 on National Highway Development Project (NHDP) in Jharkhand.

(b) Some NHs in Jharkhand pass through areas affected by Naxal activities. These NHs are being developed in a phased manner depending upon the availability of funds and *inter-se* priority of works.

(c) and (d) Nearly 192 kms of NH-2 is covered under Golden Quadrilateral in Jharkhand. A length of 75 kms of NH-33 from Hazaribagh to Ranchi has been included for four laning under NHDP Phase-IIIA. 190 kms length of NH-33 from Barhi to Hazaribagh and Ranchi to Jamshedpur is included under NHDP Phase-IIIB. In addition, two-laning with paved shoulder is proposed under NHDP Phase-IV which may also include some of the National Highways in Jharkhand. Proposal for NHDP Phase IV has, however, not been finalized. Conversion of NHs to at least 2-lanes is a continuing process depending upon availability of funds and no time frame is fixed for it.

### **Scrapping of fleet of Indian Shipping Companies**

1748. SHRI EKANATH K. THAKUR: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that more than half the fleet owned by the Indian shipping companies is due to be scrapped in the next five years and it will take around \$ 4 billion to replace it;

(b) whether it is a fact that India's share in overseas shipping trade has slipped to 13.7 per cent from 40 per cent in the late 1980s and as a result, the country has to depend on foreign ships to a considerable extent resulting in higher freight payments; and

(c) if so, the details of the proposed phasing out of Indian ships?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) to (c) The scrapping of ships is primarily on commercial considerations, which is related to prevailing global freight rates for shipping. At present, the same is also influenced because of MARPOL regulation of International Maritime Organization (IMO) for phasing out of single hull tankers by 2010. Scrapping of vessels is a continuing process and it is matched up by new acquisitions. It is a fact that overseas cargo carried by Indian ships has slipped to 13.7% from 40.7% in 1987-88. This decrease has occurred because growth of Indian shipping has